

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Michigan [26]	Genesee County [049]	Richfield [68180]	BET COLDWATER & STANLEY	00-00-00 = 0.000000	000-00-00 = - 0.000000
25200175000B010	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2579	IRISH ROAD	Toll On free road [3]	Features intersected	FLINT RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1928	Year reconstructed N/A [0000]	
3	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 45	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 46.3 m = 151.9 ft	Length of maximum span 13.7 m = 44.9 ft	Deck width, out-to-out 10.8 m = 35.4 ft	Bridge roadway width, curb-to-curb	9.1 m = 29.9 ft	
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft	Curb or sidewalk width - left 0.5 m = 1.6 ft	Curb or sidewalk width - right	0.5 m = 1.6 ft		
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.3 km = 0.8 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	2.5 metric ton = 2.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	17.8 metric ton = 19.6 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	6280	Average daily truck traffi	5	%	Year	1998	Future average daily traffic	11300	Year	2018
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	6.7 m = 22.0 ft					
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control						
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1000	Roadway improvement cost	1000						
	Length of structure improvement	53.3 m = 174.9 ft		Total project cost						
	Year of improvement cost estimate	1997								
	Border bridge - state			Border bridge - percent responsibility of other state	0					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Critical [2]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Serious [3]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
Channel and channel protection	<input type="text" value="Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="April 1999 [0499]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [N24]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Unknown [N24]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Unknown [N24]"/>	Other special inspection date	<input type="text"/>